Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1. (Currently Amended) A method for dynamically adjusting a component of a vehicle, in which a characteristic control variable that influences behavior of the vehicle component can be varied automatically or manually while traveling, said method comprising:

determining a vehicle state variable that indicates the behavior of the driver, over a predefined time period directly after a change in [[a]] the characteristic control variable of the vehicle component;

determining at least one response characteristic ~~variables of~~ value that characterizes an oscillation profile of the vehicle state variable within a time period under consideration;

comparing the determined at least one response characteristic ~~variables~~ value with an assigned setpoint ~~variables~~ value in order to determine whether the driver adapts to a change in the behavior of the vehicle component

which results from the change in the characteristic control variable of the vehicle component; and

reversing at least partially the change in the characteristic control variable of the vehicle component if the driver does not adapt to the change in the behavior of the vehicle component;

wherein, whether the driver adapts to the change in behavior is indicated by whether one of the at least one response ~~or more~~ characteristic ~~variables~~ value of the oscillation profile ~~exceed~~ exceeds the assigned setpoint ~~variables~~ value.

Claim 2. (Currently Amended) The method according to Claim 1, wherein at least one of vehicle steering angle and vehicle lateral acceleration is determined as a vehicle state variable which [[can be]] is influenced by the behavior of the driver.

Claim 3. (Currently Amended) The method as claimed in Claim 1, wherein one of amplitude, frequency and a degree of attenuation of the vehicle state variable which [[can be]] is influenced by the driver is determined, and used as [[basis]] said response characteristic value for the comparison with an assigned setpoint ~~variable~~ value.

Claim 4. (Currently Amended) The method according to Claim 3, wherein a change in the characteristic control variable of the vehicle component is reversed if the number of oscillations whose amplitude exceeds a minimum value is larger than a predefined setpoint number of oscillations.

Claim 5. (Currently Amended) The method according to Claim 1, wherein:

reversal of a change in the characteristic control variable of the vehicle component takes place in a plurality of increments;

after each reversal, the at least one response characteristic value that characterizes the oscillation profile of the vehicle state variable ~~which characterizes the driver behavior~~ is determined and compared with the setpoint ~~variable~~ value assigned to it; and

when the setpoint ~~variable~~ value is exceeded or undershot a further reversal is carried out.

Claim 6. (Currently Amended) The method according to Claim 5, wherein in a first stage of the reversal, the switchover phase for changing the characteristic control variable is chronologically prolonged.

Claim 7. (Currently Amended) The method according to Claim 5, wherein in a second stage of the reversal, a variation range [[in]] within which the change in the characteristic control variable is permitted is reduced.

Claim 8. (Currently Amended) The method according to Claim 5, wherein in a third stage of the reversal, the characteristic control variable is set to a standard value which corresponds to a series adjustment.

Claim 9. (Currently Amended) The method according to Claim 1, wherein after expiration of a predefined time period:

the reversal is cancelled; ~~after expiration of a predefined time period;~~ and

the characteristic control variable is set to the value present before the reversal.

Claim 10. (Currently Amended) A device for dynamically adjusting a vehicle component which affects operation of the vehicle, and whose behavior is influenced by a characteristic control variable, said device comprising:

means for automatically or manually changing the characteristic control variable while traveling, via an actuator element;

a control unit which ~~can adjust~~ adjusts said actuator element in response to a change of said characteristic control value, via actuation signals in accordance with a stored calculation rule; and

sensors for supplying measurement signals to said control unit for generating said actuation signals; wherein,

a measurement signal which corresponds to a vehicle state variable that reflects behavior of a vehicle operator is determined over a predefined time period;

at least one response characteristic ~~variables of~~ value that characterizes an oscillation profile of measured vehicle state variables [[are]] is determined and compared in a comparison unit of the control unit with an assigned setpoint ~~variables~~ value to determine whether the vehicle operator

adapts to the change in the behavior of the vehicle component which results from a change in the characteristic control variable of the vehicle component;

an actuation signal, which [[can be]] is fed to the actuator element and which at least partially reverses the change in the characteristic control variable of the vehicle component, is generated, if the driver does not adapt to the change in the behavior of the vehicle component; and

whether the driver adapts to the change in behavior is determined by whether that at least one ~~or more~~ response characteristic ~~variables~~ value of the oscillation profile ~~exceed~~ exceeds the assigned setpoint ~~variables~~ values.

Claim 11. (Currently Amended) The device according to Claim 10, wherein the vehicle component which influences the driving behavior is one of [[the]] a vehicle brake, [[the]] a power steering system, [[the]] a drive chain controller and [[the]] a spring/damper system in the vehicle.

Claim 12. (Currently Amended) A method for controlling operation of a vehicle having at least one component whose output affects vehicle dynamics in response to a characteristic control variable, said method comprising:

detecting a manually or automatically generated change in said characteristic control variable, which change causes a change of said vehicle dynamics;

in response to said change of the characteristic control variable, measuring a vehicle state variable that characterizes a response of an operator of the vehicle to said change of vehicle dynamics;

evaluating said measured vehicle state variable to determine whether said operator adapts to said change in vehicle dynamics; and

reversing, at least partially, said change of the characteristic control variable if the driver does not adapt to the change in vehicle dynamics;

wherein whether said operator adapts to the change of vehicle dynamics is determined by whether at least one oscillation parameter of said measured vehicle state variable exceeds a preset threshold value.

Claim 13. (Cancelled)